

# CHINA



# MAIL.

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HONGKONG, THURSDAY, FEBRUARY 21, 1878.

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PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

**LONDON.**—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ladgate Street. R. C. BATES, Hendy & Co., Old Jewry, E.C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.  
**PARIS AND EUROPE.**—LEON DE ROBERT, 19, Rue Monsieur, Paris.  
**NEW YORK.**—ANDREW WIND, 133, Nassau Street.  
**AUSTRALIA, TASMANIA, AND NEW ZEALAND.**—GORDON & GOSCH, Melbourne and Sydney.  
**SAN FRANCISCO** and American Ports generally.—BEAN & BLACK, San Francisco.  
**SINGAPORE AND STRAITS.**—SAYLE & Co., Square, Singapore. C. HEINZELN & Co., Manila.  
**CHINA.**—SWANSON, CAMPBELL & Co., Amoy. WILSON, NICHOLS & Co., Hongkong. HEDON & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANK, CRAWFORD & Co.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 1,000,000 Dollars.

#### COURT OF DIRECTORS.

Chairman.—F. D. SASSOON, Esq.  
Deputy Chairman.—W. H. FORBES, Esq.  
E. R. BELLON, Esq. Hon. W. K. KIEWITZ, Esq.  
H. L. DAINIELS, Esq. ADAM LIND, Esq.  
H. HOFFME, Esq. WILHELM REINER, Esq.

#### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED.  
On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.  
For Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.  
T. JACKSON, Chief Manager.

Offices of the Corporation.  
No. 1, Queen's Road East.  
Hongkong, February 14, 1878.

## Notices of Firms.

### NOTICE.

MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878.  
GEO. R. STEVENS & Co.  
Hongkong, January 5, 1878.

### NOTICE.

MR. H. F. MEYERINK has been admitted a Partner in our Firm from this Date.  
MEYER & Co.  
Hongkong, January 1, 1878.

### NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a Partner in our Firm on the 1st July, 1877.  
DOUGLAS LAPRAIK & Co.  
Hongkong, September 22, 1877.

### NOTICE.

I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will henceforward conduct the Agency of the AUSTRALASIAN STEAM NAVIGATION COMPANY.  
G. R. STEVENS.  
Hongkong, December 29, 1877.

### NOTICE.

I HAVE This Day established myself at this Port, under the Style or Firm, WEST POINT IRON WORKS, ENGINEERS AND BOILERMAKERS, by WILLIAM DUNPHY & Co., late Manager of the Novelty Iron Works, Hongkong.  
W. DUNPHY.  
Hongkong, December 10, 1877.

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo. Pp. 202.—By ERNEST JOHN EYRE, Ph.D. Tubingen.  
Price: Two Dollars and a Half.  
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.  
Hongkong, February 8, 1877.

## For Sale.

### LAMMERT, ATKINSON & Co. HAVE FOR SALE.

A LARGE ASSORTMENT OF AMERICAN COOKING & PARLOUR STOVES.

**FENDERS and FIRE IRONS.**  
Superior California LAMBSWOOL BLANKETS.  
FAIRBANK'S SCALES, from 400 lb. to 2,000 lb.  
BRUSSELS and TAPESTRY CARPETS, various patterns.  
VELVET and TAPESTRY SOFA CARPETS and RUGS.  
DOOR MATS.  
HORSE BLANKETS.  
Central and Pin-fire CARTRIDGE CASES.  
GUN-WADS, PERCUSSION CAPS.

STATIONERY, of every description. BOOKS.

WORKS OF REFERENCE. NOVELS. SCHOOL BOOKS. SHEET MUSIC and SONGS.

French APPLES, and LEMONS. SALMON BELLIES, in Kits. MACKEREL, TONGUES & SOUNDS. Family PIG PORK, and Prime MESS BEEF, in Kegs 25 lb. each.  
Caviare, SARDELLS, and Spiced ANCHOVIES.  
Prime American BACON and HAMS. Canned JAMS and JELLIES Assorted. GRAHAM FLOUR, CORN MEAL, RYE MEAL, &c., &c.  
Canned Dessert FRUITS.  
Compressed CORNED BEEF, and BEEF TONGUES.  
PICKLED SALMON, in Quantities to suit Purchasers.

CROSS & BLACKWELL'S OILMAN'S STORES, of every kind; Fresh Supplies received by every Steamer.  
CLARET in Cask, (BANDOL), Superior Quality.  
BARCLAY PERKIN'S PORTER, in Hogsheads and Kilderkins.  
GUINNESS'S STOUT, Bottled by E. & J. BURKE, in Pints and Quarts.  
Bass PALE ALE, Bottled by CAMERON and SAUNDERS, in Pints and Quarts.  
&c., &c., &c.

Hongkong, January 8, 1878.

## FOR SALE.

LARGE TAKASIMA COAL.  
Ex Godown at \$8 PER TON.  
Apply to THS. G. GLOVER,  
No. 7, Queen's Road Central, and East Point.  
Hongkong, February 18, 1878.

## COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.  
Apply to BATTLES & Co.  
Hongkong, December 3, 1877.

## WASHING BOOKS.

(In English and Chinese.)  
ASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.  
CHINA MAIL Office.

## Auctions.

### PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

**SATURDAY,**  
the 23rd Instant, at Noon,—

The British Barque

"ALPHINGTON"

of 326 Tons Register, or of about 8,000 casks Carrying Capacity, with all her tackle, APARELS and INVENTORY. The Vessel was Built under Lloyd's special survey at Berwick-on-Tweed in 1856, Classed 12 years A. 1. at Lloyd's and continued in 1868 A. 1. for 8 years. She was Remetalled over Felt in London in July, 1875.  
Terms.—One-third of the purchase money to be paid on fall of the hammer, the remainder upon Transfer being effected. The Vessel is at Purchaser's risk immediately after fall of hammer.  
Hongkong, February 10, 1878.

## Intimations.

**WANTED.**  
TO RENT from the 1st of MARCH for a month or two, a FURNISHED HOUSE on the Hill, if possible with Garden.  
Address: "Furnished House," care of Office of this Paper.  
Hongkong, February 14, 1878.

**WANTED.** in a Mercantile Firm, an ASSISTANT, capable of understanding Correspondence, and with a knowledge of general business.—Address "A. B.," Office of this Paper.  
Hongkong, February 15, 1878.

## Intimations.

### LANE, CRAWFORD & Co.

GENERAL STOREKEEPERS.  
WINE AND SPIRIT MERCHANTS.  
NEWS AGENTS.  
AUCTIONEERS.

## Agents for

THE LONDON AND CHINA EXPRESS.

THE OVERLAND MAIL.

THE HOME NEWS.

## General Commission Agents.

Commissions and Orders from the Coast and Out-ports attended to with care and promptness.

Hongkong, February 9, 1878.

## HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8% or \$2.25 per SHARE, declared at the Ordinary Half-yearly Meeting of Shareholders held This Day, will be Payable at the Hongkong & Shanghai Banking Corporation on and after MONDAY, the 26th Instant.  
Shareholders are requested to apply at the Office of the Company for Warrants.  
By Order of the Board of Directors,  
P. A. DA COSTA, Secretary.  
Hongkong, January 25, 1878.

## THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the Hongkong Hotel Company, Limited, who will supply any information required.  
By Order of the Directors,  
LOUIS HAUSCHILD, Secretary.  
Hongkong, September 15, 1877.

## G. FALCONER & Co.

WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.  
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
46, Queen's Road Central.  
Hongkong, February 20, 1878.

## W. BALL,

CHINA DISPENSARY.  
IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.  
Prescriptions Dispensed with Carefulness, and Prompt Attention.  
PRATA WEST, HONGKONG, Near the Captain Steamer's Wharf.  
Hongkong, July 13, 1876.

## THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HARRY B. HYDE, President.  
J. W. ALEXANDER, Vice-President.  
SAMUEL BROWN, Secretary.  
A. A. HAYES, Jr., General Manager, for China and Japan.  
PRINCIPAL OFFICE,  
120, BROADWAY, New York.  
Assets.....\$31,700,000  
Surplus.....\$ 5,500,000

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to accept Risks at greatly reduced rates, and upon terms very favorable to the assured.  
For full information and particulars, apply to

OLYBEANT & Co., Agents.  
Hongkong, January 21, 1878.

**KWONG HING CHEUNG & Co.,**  
COAL MERCHANTS.  
Have always on hand for Sale every description of COAL at Moderate Prices.  
Mr. ASHON has been appointed Manager, and all Orders addressed to him at 57, FAYAT, or to Mr. FAR JAM, at 80, King Lung Street, will receive immediate attention.  
Hongkong, March 15, 1877.

## Intimations.

### HONGKONG HORTICULTURAL EXHIBITION SOCIETY.

THE ANNUAL FLOWER and VEGETABLE SHOW will be Held in the PUBLIC GARDENS on FRIDAY, the 22nd, and SATURDAY, the 23rd February.

ADMISSION.  
FIRST DAY.....ONE DOLLAR.  
SECOND DAY.....FIFTY CENTS.  
Payment at the Gates, or Tickets may be had of MESSRS. LANE, CRAWFORD & Co. Any information required by intending Exhibitors can be obtained by applying to  
W. M. B. ARTHUR,  
Hon. Secretary.  
Hongkong, February 7, 1878.

## AFONG, PHOTOGRAPHER,

by appointment, to  
H. E. SIR ARTHUR KENNEDY, Governor of Hongkong; and to  
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,  
Wyndham Street, formerly ATHELIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. Tyne, Revolving Standard Albums, Armorial Monograms, and Postage Stamp Albums, Russia Leather, and carved-wood Albums, Cases and Frames, also Albums for Cabinet Portraits. The two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.  
Hongkong, August 24, 1877.

## OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN of CAPITAL at the Rate of FIVE TABLS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst. Warrants will be delivered by the Under-liquidated to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement. The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive.  
By Order,  
RUSSELL & Co., Liquidators.  
Shanghai, October 2, 1877.

## TO Let.

TO LET.  
SMALL GODOWN IN DUBBEL STREET.  
Apply to KYLE & BAIN, Ice House.  
Hongkong, February 7, 1878.

TO LET.  
HOUSE No. 9, Queen's Road Central, with Godowns attached.  
House No. 2, Peddar's Hill.  
House No. 2, Seymour Terrace.  
DAVID SASSOON, BONS & Co.  
Hongkong, January 4, 1878.

TO LET.  
THE Dwelling House and Offices No. 1, D'Agular Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co. Three Offices, in Club Chambers. The Bungalow No. 1, Old Bailey Street.  
Apply to DOUGLAS LAPRAIK & Co.  
Hongkong, February 6, 1878.

## Shipping.

### Steamers.

MONTHLY SERVICE.  
TO PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE, Taking Cargo and Passengers for all Australian and New Zealand Ports, TASMANIA, FIJI and NEW CALEDONIA.  
The Australasian Steam Navigation Company's Chartered Steamship "BERTHA,"  
E. G. LUXURY, Commander, will be despatched as above on SATURDAY, the 23rd Instant, at Noon.  
For Freight or Passage, apply to  
GEO. R. STEVENS & Co., Agents.  
Hongkong, February 1, 1878.

FOR MANILA.  
The Spanish Steamship "BUTUAN," will have immediate despatch for the above Port.  
For Freight or Passage, apply to  
J. T. V. SHAW, Agent.  
Hongkong, February 1, 1878.

FOR LONDON.  
The 41 British Ship "BROOMHALL,"  
H. BADE, Master, will load here and have quick despatch.  
For Freight, apply to MEYER & Co.  
Hongkong, January 7, 1878.

FOR LONDON.  
(To follow the Broomhall).  
The 41 British Ship "FALCON,"  
DAVID BARRY, Master, will load here and have quick despatch.  
For Freight, apply to MEYER & Co.  
Hongkong, February 8, 1878.

FOR LONDON.  
The 41 American Ship "ALICE M. MINOTT,"  
WHITMORE, Master, will have quick despatch for the above Port.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, February 8, 1878.

FOR PORTLAND (OREGON).  
The 41 British Ship "CITY OF HALIFAX,"  
EVANS, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 30, 1878.

FOR SAN FRANCISCO.  
The 41 American Ship "B. F. WATSON,"  
HAWKINS, Master, will load here for the above Port, and will have immediate despatch.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 30, 1878.

FOR NEW YORK.  
The 41 German Ship "NIAGARA,"  
WINKELMANN, Master, will load here for the above Port, and will have immediate despatch.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 30, 1878.

FOR PORTLAND (OREGON).  
The 41 British Ship "LADY BOWEN,"  
FOX, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 30, 1878.

FOR HAMBURG.  
The 41 British Ship "ANTIPODES,"  
CAPTAIN WRENTH, will load here as above.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 28, 1878.

## Shipping.

### Steamers.

FOR LONDON AND HAMBURG VIA SUEZ CANAL.  
The German Steamship "GALATHEA,"  
BOHM, Master, will be despatched as above on or about the 1st of March next.  
For Freight or Passage, apply to  
Wm. PUSTAU & Co., Agents.  
Hongkong, February 13, 1878.

The Eastern and Australian Mail Steam Co.'s Str. "SOMERSET" will be despatched from SINGAPORE for BRISBANE, SYDNEY and MELBOURNE, (calling at the usual Australian Coast Ports), on the 6th Proximo. For Freight or Passage, apply to the Undersigned, who are prepared to grant through Bills of Lading.

GIBB, LIVINGSTON & Co., Agents.  
Hongkong, February 20, 1878.

## Sailing Vessels.

FOR VICTORIA (V. I.)  
The 41 American 8-m. Schooner "MIGNON,"  
Capt. SOUTZ, having the greater portion of her Cargo engaged, will have immediate despatch as above.  
For Freight, apply to ROZARIO & Co.  
Hongkong, February 9, 1878.

FOR LONDON.  
The 100 41 British Ship "BROOMHALL,"  
H. BADE, Master, will load here and have quick despatch.  
For Freight, apply to MEYER & Co.  
Hongkong, January 7, 1878.

FOR LONDON.  
(To follow the Broomhall).  
The 41 British Ship "FALCON,"  
DAVID BARRY, Master, will load here and have quick despatch.  
For Freight, apply to MEYER & Co.  
Hongkong, February 8, 1878.

FOR LONDON.  
The 41 American Ship "ALICE M. MINOTT,"  
WHITMORE, Master, will have quick despatch for the above Port.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, February 8, 1878.

FOR PORTLAND (OREGON).  
The 41 British Ship "CITY OF HALIFAX,"  
EVANS, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 30, 1878.

FOR SAN FRANCISCO.  
The 41 American Ship "B. F. WATSON,"  
HAWKINS, Master, will load here for the above Port, and will have immediate despatch.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 30, 1878.

FOR NEW YORK.  
The 41 German Ship "NIAGARA,"  
WINKELMANN, Master, will load here for the above Port, and will have immediate despatch.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 30, 1878.

FOR PORTLAND (OREGON).  
The 41 British Ship "LADY BOWEN,"  
FOX, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 30, 1878.

FOR HAMBURG.  
The 41 British Ship "ANTIPODES,"  
CAPTAIN WRENTH, will load here as above.  
For Freight, apply to VOGEL, HAGEDORN & Co.  
Hongkong, January 28, 1878.



## To-day's Advertisements.

**FOR SHANGHAI.**  
The Steamship  
"AMOI,"  
G. H. Drewes, Master, will be despatched for the above Port TO-MORROW, the 22nd instant, at 4 p.m.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, February 21, 1878. fe22

**FOR NINGPO & SHANGHAI.**  
The Steamship  
"CHINKIANG,"  
E. Orr, Master, will be despatched for the above Ports TO-MORROW, the 22nd instant, at 4 p.m.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, February 21, 1878. fe22

## NOTICE.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOT POSTE FRANÇAIS.  
The Company's Steamship  
"TANIS,"  
Comdt. DE LA MARGELLIE, will be despatched for YOKOHAMA on FRIDAY, the 22nd instant, at 4 p.m.  
H. DU POUY, Agent.  
Hongkong, February 21, 1878. fe22

## NOTICE.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOT POSTE FRANÇAIS.  
The Company's Steamship  
"AMAZONE,"  
Comdt. MOREMART, will be despatched for SHANGHAI on SATURDAY, the 23rd instant, at Noon.  
H. DU POUY, Agent.  
Hongkong, February 21, 1878. fe23

**FOR SWATOW, AMOI & FOCHOOW.**  
The Steamship  
"NAMO,"  
Capt. J. E. PUGHARD, will be despatched for the above Ports on SUNDAY, the 24th instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARKE & Co.  
Hongkong, February 21, 1878. fe24

**FOR SINGAPORE AND PENANG.**  
The British Steamer  
"GOLDEN HORSE,"  
Captain AXON, will load here for the above Ports, and will leave this on MONDAY, the 25th instant, at 2 p.m.  
For Freight or Passage, apply to  
HOP KEE & Co.  
Hongkong, February 21, 1878. fe25

**FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.**  
The Eastern and Australian Steam Co.'s Steamer  
"NORMANBY,"  
will be despatched as above on or about the 27th instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, February 21, 1878. fe25

**FOR MANILA.**  
The Spanish Barque  
"MINERVA,"  
Escudera, Master, will have immediate despatch as above.  
For Freight or Passage, apply to  
REMEDIOS & Co.  
Hongkong, February 21, 1878. fe25

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
S. S. "AMAZONE."  
NOTICE.

CONSIGNMENT of Cargo per S. S. "Indus," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before TO-DAY, the 21st instant, at 4 p.m., requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned.  
Goods remaining unclaimed after WEDNESDAY, the 27th instant, at Noon, will be subject to rent and landing charges.  
No Fire Insurance has been effected.  
H. DU POUY, Agent.  
Hongkong, February 21, 1878. fe27

**NOTICE.**  
MR. THOMAS ISAAC ROSE is authorised to conduct the Business of the BORNES COMPANY, LIMITED, at Hongkong, and to Sign per Procuration.  
JOHN HARVEY, Managing Director.  
London, December 14, 1877. fe28

**Not Responsible for Debts.**  
Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Quaker, American barque, Captain Barnaby.—Captain.  
Tartar, German brig, Captain Kasmann.—Melchers & Co.  
Martin, German barque, Captain Hunsb.—Wieser & Co.  
Farrington, British barque, Captain H. Secor.—Tal Lee.  
Kilmarney, British steamer, Captain O'Neill.—Gibb, Livingston & Co.

## SHIPPING.

## ARRIVALS.

Feb. 21, *Amazone*, French steamer, 2650, Mortemart, Marcelline Jan. 18, via ports of call, Singapore Feb. 18, and Saigon Feb. 17. Mails and General.—Messageries Maritimes.  
Feb. 21, *Chinkiang*, British steamer, from Canton.  
Feb. 21, *Alfred*, German steamer, 1170, Pughard & Co.

A. Müller, Saigon Feb. 15, Rice.—W. Pughard & Co.  
Feb. 21, *Parce*, British steamer, 1015, W. Sargent, Saigon Feb. 14, Rice.—Melchers & Co.  
Feb. 21, *Empire*, American ship, 1130, E. Leckie, Newport (England) Oct. 4, Coal.—Messageries Maritimes.  
Feb. 21, *Chop-chung*, Chinese gunboat, from a cruise.

## DEPARTURES.

Feb. 21, *Taunton*, for Saigon.  
21, *Gatherer*, for Nagasaki.  
21, *Sim Nansing*, for Shanghai.  
21, *Sirahairi*, for Singapore.  
21, *Echo*, for Kobe.  
21, *Kwang Tung*, for Coast Ports.  
21, *Brisbane*, for Newchwang.  
21, *Yangtze*, for Marseilles, &c.  
21, *Anchise*, for Shanghai.

## CLEARED.

Lord of the Isles, for Takow.  
Fuyien, for Shanghai.  
Jessie Jamieson, for Keelung.  
Amoy, for Shanghai.  
Flodden, for Takow.  
Norna, for Swatow.  
Madeline, for Takow.

## PASSENGERS.

## ARRIVED.

Per *Amazone*, for Hongkong: from Marseilles, Messrs Lord and Blank; from Batavia, Mr D. Souza; from Singapore, Messrs C. Ounn and brother, Leder, G. Bachelor, R. P. Petit, and Gimmis; from Saigon, Messrs Michelot and Le C. Marescault, and 51 Chinese. For Shanghai: from Marseilles, Mr and Mrs Elton, Messrs Serrys, Knight, de Carteret, Butler, Rex, Ambrose, Baumann, Willson, Fathers Card, Meel, Guillon, and Dumontelle.  
Per *Parce*, from Saigon, 10 Chinese.

## DEPARTED.

Per *Yangtze*, for Saigon, Mrs Ommes, Messrs Isaac, Leubert, and 2 Chinese; for Singapore, Mr Ossa, Rev. Teutrie, Mr da Costa, and 7 Chinese; for Marseilles, Mr and Mrs Mauger, child and servant, Messrs H. Nisole, and Johnson.—From Shanghai: for Saigon, Mr Sourin; for Marseilles, Messrs Sisley, G. A. Wheeler, Wang Ching Yang, E. Mobile, S. Paterson, E. B. Paterson, V. Duval, John Sharples, and J. A. Reppin.  
Per *Kwang Tung*, for Swatow, Mr and Mrs Williams; for Amoy, Mr and Mrs Moran; for Fochoow, Dr Hue, and Mr Skatelsky.  
Per *Sim Nansing*, for Shanghai, 1 European, and 26 Chinese.

## SHIPPING REPORTS.

The German steamer *Alona* reports: Moderate and fine weather until yesterday, when it was very foggy and rainy with a high sea.  
The British steamer *Parce* reports: First part fresh winds, latterly strong from N.E. with rain and hazy weather, more or less during the passage.  
The American ship *Empire* reports: Light winds and fine weather for the most part of the passage.

## CARGO.

Per S. S. *Yangtze*, sailed 21st February, 1878.—For Continent, 522 bales Silk, 124 bales Waste Silk, 13 cases Silks, 78 boxes Tea, and 1,128 pkgs. Sundries. For London, 150 bales Silk, 1 bale Waste Silk, 10 cases Pongee, 8 cases Silks, 76 chests Tea, 4 cases Treasure (\$82,000), and 59 pkgs. Sundries.

## POST OFFICE NOTIFICATIONS.

## MAILS will close:—

For SWATOW.—  
Per *Norna*, at 7.30 a.m. To-morrow, the 22nd inst.

For AMOI AND MANILA.—  
Per *Emuy*, at 1.30 p.m., on Friday, the 22nd inst.

For SHANGHAI.—  
Per *Amoy*, at 3.30 p.m. To-morrow, the 22nd inst.

For NINGPO & SHANGHAI.—  
Per *Chinkiang*, at 3.30 p.m. To-morrow, the 22nd inst.

For YOKOHAMA.—  
Per *Tanai*, at 3.30 p.m. To-morrow, the 22nd inst.

For SHANGHAI.—  
Per *Amazone*, at 11 a.m., on Saturday, the 23rd inst. Late letters received from 11.10 to 11.30, with 18 cents late fee.

For BANGKOK.—  
Per *Rajasthanian*, at 11.30 a.m., on Saturday, the 23rd inst.

For SWATOW, AMOI & FOCHOOW.—  
Per *Namo*, at 5 p.m., on Saturday, the 23rd inst.

For PORT DARWIN, COOKTOWN, SYDNEY, AND MELBOURNE.—  
Per *Bertha*, at 11.30 a.m., on Saturday, the 23rd inst. Private ship rates. Correspondence for New Zealand, Tasmania, and Adelaide can be sent.

For STRAITS SETTLEMENTS.—  
Per *Golden Horn*, at 1.30 p.m., on Monday, the 25th inst.

MAILS BY THE ENGLISH PACKER.—  
The English Contract Packet *INDUS* for Europe, &c., on THURSDAY, the 28th instant.  
Hongkong, February 14, 1878. fe28

MAILS BY THE FRENCH PACKER.—  
The French Contract Packet *Amoy* will be despatched from Hongkong on THURSDAY, the 28th instant, with Mails to and through the United Kingdom and Europe, &c. Mails to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.  
Hongkong, February 21, 1878. fe27

MEMOS. FOR TO-MORROW.

Shipping.  
4 p.m.—*Amoy* leaves for Shanghai.  
4 p.m.—*Chinkiang* leaves for Ningpo, &c.  
4 p.m.—*Tanai* leaves for Yokohama.

Miscellaneous.  
Flower Show at the Public Gardens.

## General Memoranda.

SATURDAY, February 23.—  
Flower Show at the Public Gardens.  
Noon.—*Bertha* leaves for Port Darwin, &c.  
Noon.—*Amazone* leaves for Shanghai.  
Noon.—Sale of British barque *Alphington*.  
SUNDAY, February 24.—  
Daylight.—*Namo* leaves for Coast Ports.  
MONDAY, February 25.—  
2 p.m.—*Golden Horn* leaves for Singapore, &c.

## Shares.

Hongkong Bank, 57 1/2 prom. ex div.  
Union Ins. Society of Canton, \$1,300  
China Traders' Ins. Co., \$3,300  
Chinese Insurance Co., \$255  
Yangtze Ins. Assoc., \$11,615  
North China Ins. Co., \$11,860  
H.K. Fire Ins. Co., \$645 ex div.  
China Fire Ins. Co., \$170 ex div.  
H.K. & W. Dock Co., 2 1/2 ds. ex div.  
H.K. O. & M. S.-boat Co., 13 ds.  
Shanghai Steam Navigation, \$11,26  
Hongkong Gas Co., \$75  
Hongkong Hotel Co., \$55  
Chinese Imperial Loan, \$104.15/  
Do. of 1877, \$108.5/  
Do. of 1877, \$108.5/.

## THE HONGKONG DISPENSARY, Established A.D. 1841.

## 香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
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DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FOREIGN PATENT MEDICINES.

## MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.  
Hongkong, June 1, 1876.

The publication of this issue commenced at 8.05 p.m.

BIRTH.  
On the 4th Jan., at Littleton House, 187, Highbury Newpark, the wife of G. N. Minro (late of Hong Kong), of a Daughter.

## THE CHINA MAIL.

HONGKONG, THURSDAY, FEB. 21, 1878.

## THE MEETING OF THE LEGISLATIVE COUNCIL.

## II.

His Excellency intimated that for the appointment of an interpreter to be attached to the Colonial Secretary's Office and to act, when required, as interpreter to himself, he contemplated a Chinese gentleman who had been educated at St. Paul's College, and who possessed a thorough knowledge of English, besides an acquaintance with both the Cantonese and the Mandarin dialects. In the discussion that ensued upon this vote, the Chief Justice expressed himself in favour of the establishment of a regular staff of interpreters in the Colony, with a European head. He instanced the interpretation system at Singapore as an example to be followed here, and hoped that on his return to the Colony he would find some improvement had been effected in the interpretation, which he described as being in a most disgraceful state. His Excellency then explained that a scheme for interpretation, based on the principle indicated by the Chief Justice, was being matured, and that for the head of the staff he had in his mind's eye a European gentleman now in China, who possessed eminent qualifications for the post, but who would, of course, require a large salary. The matter was now awaiting reference Home. He thought, however, that it would be better to have a separate interpreter for his own and the Colonial Secretary's purposes. The Chief Justice's reference to the state of the interpretation at Singapore was rather unfortunate, because it is notorious that the Straits authorities are in quite as bad a predicament in the matter as the Government here. It is true that a large amount of money has lately been spent in the Straits for the purpose of facilitating intercourse with the Chinese, and improving the interpretation; indeed, an exact counterpart of the Registrar General's Department, on which His Excellency exhibits so great a determination to "sit," has just been established there, but one result, affecting the interpretation, of raising Mr. Pickering, whose former title was that of "Chief Interpreter," to the dignity of "Protector of Chinese," is that that gentleman recently declared his disinclination to undertake interpreting in the Supreme Court at Singapore for a salary of \$5000 a year, which, as he was apparently wanted for the work, was rather awkward. The Attorney General, however, pretty well exploded the Chief Justice's ideas regarding the Straits interpretation "system."

Speaking of the Attorney General, reminds us of that gentleman's voice, which being employed in the public service, regardless of expense, is a fair subject for criticism. There must, we fear, have been some error in the construction of our Attorney General. Either he received the voice by mistake or the *organs*; the two were, certainly never intended to worry through the world together. How the respected Head of the judicial establishment is able to get along with Attorney General is beyond our comprehension; we are seriously afraid the Chief Justice must accept a very large proportion of Mr. Phillippe's remarks as "understood."

There are some members of the Council who would speak in distinct and measured tones, but they can't; Mr. Phillippe could do so, it seems to us, but he won't. Mr. Phillippe's voice really does not do justice to his clear judicial mind, and the vast amount of legal lore with which it appears to be stored. During the hot weather we could very well understand Mr. Phillippe reducing his vocal efforts to a minimum, but with the thermometer at its present height, it seems to us the Colony might reasonably expect more for the money.

There seemed to be an impression among at least the unofficial members of the Council that a salary of £500 per annum was a large one to pay a Chinaman, and that if an interpreter to the Colonial Secretary was to be highly salaried it would be better to have a European. An opinion was also expressed by Mr. Lowcock, and apparently endorsed by several members, that it would be almost dangerous to appoint Chinese to influential and confidential posts in the Colony. His Excellency, however, explained the difficulty of obtaining the services of a European sufficiently conversant with the Cantonese and Mandarin dialects, especially at a salary of £500 a year. He had originally intended offering a higher salary than that to the Chinese gentleman in question, but had reduced it in deference to the opinions of members of the Council. Ultimately it was resolved that the £500 should be voted for one year as the salary of an interpreter for the Governor and the Colonial Secretary.

Considering the amount of unscrupulous influence that the Chinese authorities have not in the past hesitated to bring to bear upon Chinese in this Colony, mainly through their relatives and friends on the mainland, and the notorious lack of probity in the *affidavits* of the Middle Kingdom, there can be no doubt that the appointment of Chinese to influential official positions in this Colony is really a matter for very serious consideration. Had however the Anglo-Chinese gentleman referred to by His Excellency been mentioned by name, and his qualifications for the post been thoroughly understood by the members of the Council, we feel pretty sure that no difficulty would have arisen either in voting the amount of salary named, or in regard to the probity of the proposed recipient. From the peculiar training received by him during the last ten years we know that not only has he acquired a most remarkable knowledge of, and facility in using, the English language, but also, what is of no less importance in an interpreter, a most extensive acquaintance with public affairs, not only of this Colony and his own country, but of the world generally. With one exception we doubt if there is a Chinaman in existence who would be better qualified in all respects for the post. We should not have made these remarks did we think there was the least probability of his entering the Government service here. But we know that he is at the present moment earning an income which is not far short of the salary voted at the Council on Monday, and that he has accepted a foreign appointment under the Chinese Government, with a salary more than double that which it has been resolved to pay the interpreter of the Governor and the Colonial Secretary.

## REUTER'S TELEGRAMS.

(SUPPLIED TO THE "CHINA MAIL.")  
(By Southern Route.)

## THE WAR.

London, 19th Feb., 1878.

In to-day's sitting of the German Parliament Prince Bismarck declared his disbelief in the probability of a European war. Germany, he said, will not interfere but is willing to accept the task of mediation.

The President of the Austrian Council of Ministers (Prince d'Aussperg) has declared that Austria reserved the interests of the monarchy, and objects to shifting the balance of power.

## LOCAL AND GENERAL.

Wellington Street is now being repaved.

The delivery of the French Mail was begun at 0.35 p.m. to-day.

The Royal Artillery, A.D.C. gave their second performance at the Garrison Theatre last evening to a moderately well-filled house. We hold over our usual notice till to-morrow.

The American ship *Empire* reports vessels spoken.—Jan. 27th, North-German barque *Iphtigenia*, from Hamburg bound to Japan, 180 days out, in Gilillo Passage; same day, British barque *Enid*, from Bangkok bound to Hongkong, 67 days out, in Gilillo Passage; 28th, American ship *North Star*, from Cardiff bound to Hongkong, 170 days out, in Gilillo Passage.

His Excellency the Governor and Mrs. Pope Hennessy entertained at Dinner last evening His Excellency Naonobon Samashima, Japanese Envoy to France; His Excellency M. Matsugata, Japanese Vice Minister of Finance; Lady Smiles, the Honorable J. Gardiner Austin; Mr. Skatelsky, Russian Consul General; Mr. Taro Ando; Mr. McLeavy Brown, Mr. and Mrs. Mackenzie, Mr. Pitman, Captain Dempster, 28th Regt.; and Mr. O'neagh, Acting Aid-de-Camp.

H.M.S. *Audacious* and the gunboat *Grouler*, *Lapping* and *Curler* returned to port to-day from a short cruise. During the cruise the men were exercised in shot and shell drill at Castle Rock; and at 4 p.m. of the same day (19th) the vessels were all anchored at Tytam Bay. At 11 p.m. they were exercised at night quarters. They remained at anchor all day yesterday on account of fog, and to-day after manoeuvring under steam and sail until noon, the signal was given to return to port.

This following private telegram has been received:—  
"London, 20th Feb., 1878.

"Cardinal Pecci has been elected Pope by the Conclave of Cardinals. The new Pope has assumed the title of Leo the Thirteenth.  
"The new Pope Joseph Pecci was born at Carpineto in Italy on the 2d March 1810. He was made a Cardinal by Pius the 9th in 1853."

[In reference to the above, we may state that Carpineto, the birthplace of the new Pontiff, is a small town in the Pontifical States. Cardinal Pecci was Archbishop of Perugia, and is now 68 years of age. In 1845 he was Papal Nuncio to the Court of Brussels, and so great a favourite was he in the Belgian capital, that on leaving that city the late King Leopold gave him a letter to the then Pope, asking for a cardinal's hat for his friend. The new Pope (Leo XIII.) is said to be a man of great attainments, and is a great favourite with his brother cardinals.

ANOTHER of the American ship *Wildwood's* men was up before the Magistrate to-day charged with desertion. He gave a most pitiful tale of what induced him to desert, and said that he had at first only come on shore to see the U. S. Consul along with 9 others of the crew. When they made a complaint about the food, the Consul told him that an inspection of the food had been made, and advised them all to go on board again, saying they would get properly fed. The defendant (a lad about 19 years of age) said that when he got on board the ship again, he found no alteration in the food. The bread and meat were both unfit to eat. He also said that he had been very badly treated during the voyage; he was laid up for several days with sore ribs, the result of kicks, and his back was covered with marks of ill usage. The mate had several revolvers and other deadly weapons in his cabin, and had told him (defendant) that he (the mate) had killed over 300 men. One man he had shot, and the other he had cut his head off with a chopper, and he threatened to do something similar to the crew of the *Wildwood* if they did not mind. The defendant went on to state that he was really afraid from what he saw that his life was in danger, and that rather than go on board again he would go to goal. He did not drink, and had only had one glass of gin since leaving Liverpool, although he had been on shore three weeks. Mr. Russell said he would remand the case till to-morrow, when the Captain would have to be in attendance.

ONE word for the ladies, and their Fancy Bazaar of to-morrow and Saturday. From the fact that the ladies are invariably successful in such good works, coupled with the preparations we have heard spoken of, success seems certain. There will be, it seems, quite a galaxy of attractions—not to mention the ladies and the flowers. There will be a flower-stall, for "button-hole" decorations; a refreshment-stall—on strictly temperance principles, we believe—where tea and coffee will be dispensed for small change; the devotees of the Goddess of the Nursery (Evertown Toffy) will be enabled at once to gratify themselves and feed the starving poor at so much per cake; and a Peep Show will be added, to complete the delusion that we are all young and at home again. There will be six tables, each presided over by a couple of ladies; and the whole will be neatly enclosed in a marquee on the western side of the Fountain. The Flower-Show Matched occupies the whole of the central terrace, on the southern side, and will, it is said, show some really fine prize flowers. The Chinese contractor, Ko Shing, we may note, gave his labour gratis, upon hearing the object of the display. We may add that the promoters of the Bazaar are most anxious that as many children as possible should be present. They will, of course, be admitted gratis, and as the "show" will doubtless form a great attraction to them (especially the "Evertown"), a large attendance of the little ones is confidently expected. The ladies, by the way, are convinced that the Fleet returned to-day in order specially to be present at their fête in the Public Gardens.

The following is from the telegraphic intelligence of the London Times of the 11th January. It is one of the finest specimens of telegraphic blundering we have ever encountered, and is, we presume, the inevitable result of employing as operators on the European lines youths, just fresh from school, who know about as much respecting

the Far East and public affairs generally as they do of Paradise:—

CHINA.  
Hongkong, Dec. 6.  
On the 23d of November a fearful boiler explosion occurred on board the steamer *Lapraik*, which had just arrived at the wharf from Yeddo. The second engineer, a Chinese of the name of Paensodo, died of the injuries received; and at the inquest a verdict of manslaughter through negligence was returned against the first and third engineers. The trial is now proceeding.

(L. & C. Express, Jan. 11th.)  
Latest Mail Advices.—Yokohama Nov. 20, Shanghai 23, Foochow 26, Hong Kong 29. The French mail, with the advices dated 25 above, was delivered, via Marseilles, on the 4th inst. The heavy portion of the previous mail reached Southampton, per F. and O. Company's steamer *Cathay*, on the 7th inst. There are no later advices from Japan via San Francisco. The next inward P. and O. mail, bringing dates Yokohama 27th, Shanghai 30th Nov., Hong Kong 3d Dec., departs 13th Dec., left Brindisi on the 9th inst., and will reach London on the 12th (to-morrow), two days in advance of its due date. The following French mail, with a week's later dates, left Suez on the 8th inst., three days early.  
The Government have entered into a contract for the supply of a large number of telephones, and the introduction of the new invention into the postal service promises to become general. The English patent will, it is said, be sold to a company for a sum of \$30,000.

The *Anglia*, 140-horse power, one of the largest and most powerful of the Channel tugs, has left Millwall for Ferrol to bring the *Cleopatra* to the Channel. The distance from the Downs to Ushant is about 300 miles; thence across the Bay of Biscay is about the same. The *Anglia* ought to reach her destination on the 4th inst. There she will find the *Cleopatra* ready for sea. Captain Carter and a picked English crew having been on board some three weeks refitting her.  
Mr H. M. Stanley has been entertained by Sir George Elliot at Shepherd's Hotel, Cairo, and received an enthusiastic welcome back to civilisation and his friends. He has also been presented to the Khedive, who was extremely complimentary and gracious to him. Mr Stanley arrived at Brindisi on the 9th inst, en route for Marseilles, where the Geographical Society is making preparations to entertain him at a grand banquet to be given in his honour. Mr Stanley will afterwards go to Paris, where he will give a recital of his travels to an assemblage of French geographers.

General Grant has arrived at Cairo and has paid a visit to the Khedive.  
The *Yokohama*, new composite gun-vessel, 8 guns, 774 tons, 750-horse power, has been commissioned at Devonport by Commander B. F. Clark (1870), for the China station. The *Yokohama*, now gun-vessel, has had a preliminary cruise in the Channel, returning to port on the 8th inst. She was taken up the harbour to Keyham, to have some defects made good before leaving for China.

A very successful official trial of the Japanese ironclad *Pao-Soo*, built from the designs and under the inspection of Mr E. J. Reed, M.P., by Messrs. Samuda Brothers, and engineered by Messrs. John Penn and Sons, has been made at the Millwall Sands. After the trial the *Pao-Soo* proceeded to Greenhithe, where she will adjust compasses. The ship will then return to the Millwall Docks to take in her stores, and it is expected that she will leave for Japan by the end of this month.

Captain Francis R. Blackburn has received the permission of the Admiralty to accept the command of one of the Japanese ironclads about to leave this country, but will return to England as soon as he has handed over the ship to the Japanese Government. Captain Frederick Holloway, on the Retired List, has been selected for the command of another, and the third has been offered to Captain Crozier. The idea of sending the vessels out in company, as at first entertained, is likely to be abandoned owing to the difference in their rates of speed, and it is probable they will make independent passages.

## INQUEST.

An Inquest was held to-day at the Government Civil Hospital on the body of Su Amow, before the Coroner (James Russell, Esq.). The following gentlemen comprised the Jury: Messrs S. Hughes, O. F. O'neill, and F. D. Guedes.

Wong Ahshing, the master of a vegetable Lan at the Central Market, said the deceased was a coolie in his employment, and was aged about 30 years. Deceased complained of sickness yesterday and went out about 1 o'clock, returning at about half past 8 o'clock and slept outside of witness's room. Witness heard a noise and called to deceased, but got no answer. A Chinese doctor was sent for and advised his removal to the Hospital. A substance was found in his mouth like opium. Deceased was a good man, everybody liked him, but he had been rather dissolute in his habits of late.

Dr Wharry said the deceased was brought to the Hospital about half-past 12 last night. He was suffering from opium poisoning, and was in a dying condition. He died about four hours after admission. The stomach was emptied immediately after he was admitted, and there was a quantity of opium discovered.  
The Jury returned a verdict that deceased died from the effects of opium poisoning, self-administered.

## Police Intelligence.

(Both Magistrates sitting.)  
Feb. 21, 1878.

Joseph Clarke, a fireman belonging to the U. S. S. *Monoway*, was charged with refusing to pay chair hire. He denied having ever engaged the complainant's chair, but Inspector Mackie had instituted enquiries and it was proved by an eating-house keeper that he had been in the chair. Ordered to pay 70 cents amends.

Cheng Ai, a hawker, was fined \$5 or 21 days' hard labour for gambling in the public streets at Tatpingshan.

LARSEN.  
Wong Ahshing, a servant unemployed, was committed for trial on a charge of stealing two ducks from the steamer *Poona*. The evidence was conclusive enough for a summary conviction, but there were several previous convictions proved against him. The last one was a summary conviction, but after he was admitted to goal he was found



had been there before and taken to the Supreme Court for the case to be opened. The Judge, however, set aside this hearing, and the prisoner remained in goal under the summary conviction. He will doubtless be dealt with a little less mercifully on this occasion.

#### LABOURY FROM THE PERSON.

Cheng Ayan, a hawk, was committed for trial on a charge of stealing a one dollar note from the person of W. S. Hyde, a seaman belonging to the British barque *E. P. Jowett*. The prisoner admitted a previous conviction, and reserved his defence.

#### UNLAWFUL POSSESSION.

Ap Ayan, a coolie, was sent to 3 months' hard labour, in default of a fine of £5, for being found in possession of about 20 lbs. of old copper and composition balls at the Cosmopolitan Docks.

#### SUPREME COURT.

IN CRIMINAL SESSIONS.  
(Before His Lordship the Chief Justice Sir JOHN SMITH.)  
21st February, 1878.

#### Regina v. Leong Ahak.

The prisoner was arraigned on a charge of stealing a pair of shoes. He pleaded not guilty.

The following gentlemen were impanelled as a jury:—Messrs A. McEwen, A. E. Vacher, H. M. Bastos, J. P. N. da Silva, J. Grant, O. E. Page, and A. F. Ribeiro.

The jury found the prisoner guilty, and he was sentenced to 2 years' imprisonment with hard labour.

#### Regina v. Un Ahong & Ip Ahung.

The prisoners were arraigned for stealing a hat from the person.

Both prisoners pleaded not guilty, but the jury found them guilty. There was one previous conviction entered against the first prisoner, but Mr. Francis, who officiated for the Attorney General, entered a *nolle prosequi* on this count, and he was sentenced to one year's hard labour. The second prisoner, who pleaded guilty to three previous convictions, was sentenced to two years' hard labour.

#### IN ADMIRALTY.

(Before Mr. Justice Snowdon.)  
21st February, 1878.

IN RE THE CARGO OF S.S. "JAPAN."  
This was a claim for salvage on certain treasure recovered from the wreck of the P. M. S. S. *Japan*.

The Queen's Advocate, the Hon. G. Phillips, instructed by Mr. A. B. Johnson, proctor, appeared for the promovers, Messrs Bates & Co., and others.

Mr. Haylar, C. C., instructed by Mr. Branton, appeared for the impugners, the China Traders' Insurance Company, and other local insurance companies interested in the insurance of the steamer.

Mr. C. L. Gorman was called:—I was employed in the P. M. S. S. Company, but am now in the employ of Messrs Russell & Co. I was on board the S. S. *Japan* at the time of the accident. I was freight clerk on board. The weather was rough; it was blowing N.E. with a heavy sea.

By Mr. Haylar:—I am not a nautical man. I do not know the exact point or direction of wind at the time of the accident. I did not look at the compass. It occurred about 1.30 in the night time, and the Captain's boat was the last to leave. The fire broke out amid ships, but I think there was communication on the weather side from one end of the ship to the other. We were picked up by a junk, which cruised round till 12 o'clock next day. We did not see the steamer sink. We went to Swatow first, thence to Hongkong. I did not sign the extended protest at Swatow before the Consul.

By the Court:—We did not see land the evening before the accident, nor did we see land when we were in the junk. We saw the burning ship during the night but gradually lost sight of her in the morning.

Mr. W. Wilson was called to prove the positions on a certain chart. This witness was not an expert on nautical matters. He was an architect and he was asked to give evidence on nautical matters.

The Attorney General said it was only a question of measurement.

His Lordship said the evidence should be taken for what it was worth.

It was then proposed to put in the chart with these positions drawn on it.

Mr. Haylar objected.

His Lordship said it was always dangerous to exclude evidence. He would admit it, subject to Mr. Haylar's objection.

Capt. James Henry Oromwell was next examined:—I am a master mariner. I was Chief Officer of the *Sea Gull* at the time she was employed as a tender to the vessel searching for the wreck of the *Japan*. The wreck was situated in Lat. 22° 58' N., and Long. 112° 29' E., distant 21 miles from Bremen Point.

Capt. E. Burns was called:—I have been employed in Messrs Douglas Laiprak's office for 16 years. During the time I was so employed, I went up and down the Coast constantly. I am now the marine surveyor for the Government, and for Lloyd's. If the wind was blowing a N. E. monsoon, a vessel on fire and abandoned would be driven before the wind, and then settle down. If the wheel of a steamer was found the remainder of the wreck would naturally be looked for to the leeward, but this is a difficult question to answer. I should think the wheel would sink with the ship, and I should expect to find it with the steamer. If I could not find the remainder of the ship with the wheel and where I found the wheel, I should expect the balance of the ship to be in the neighbourhood.

By Mr. Haylar:—The currents about this part are very strong and in all directions. I have never been out from land so far as the scene of the wreck, except in the summer months, so that I cannot give an opinion as to the effect of the current and wind there. I should not have expected that the hull of the ship would lie 11 miles from the wheel, and I should think the paddle wheel would lie together with the ship. I have seen several wrecks.

By the Attorney General:—I have never had a wreck of a steamer with paddle wheels; I should have thought the hull would have been in the neighbourhood, if a paddle had been found near it.

Capt. Thos. Lefavour was recalled and said:—When I found the wheel in the water, I was sure that it was that of the *Japan*, it being so new, and appeared to have been in the water for about three months. There was very little rust on it, and the wheel found was the port wheel of the *Japan*.

Captain John Simons was called: I am a master mariner and am a pilot for the French steamers between Hongkong and Shanghai. With a N. E. monsoon the wreck would be lying S. W. N. E. monsoon was not the best time to search for the wreck, but it was feared that the ship might settle on the mud. To the best of my knowledge the whole of the Coast is mud.

Mr. O. H. Stennard was called: I was a partner in the late firm of Broadbear, Anthony & Co. Our firm had the management of this expedition. Mr. Bates and ourselves were always consulting together. We decided on fitting out this vessel in January 1875. It had been talked about between us a long time before we fitted it out. We wanted to send the *Scotland* out as soon as possible because we were afraid that the wreck might settle down on the sand and mud. We wanted to get away as soon as possible as we heard from Capt. Bates, who happened to return from Shanghai, that he was told by Captain Simons that another was being fitted out in Hongkong. I was on board the *Scotland* when notice was received by Captain Holcombe, sent by Messrs A. Heard & Co. We were just raising the anchor then. A notice to the same effect was received by Messrs Broadbear, Anthony & Co. Some time afterwards Mr. Bates took the letter to Mr. Branton. Witness then gave evidence as to the engagement of divers and to the arrival of Captain Roberts on behalf of the underwriters. He came to the place some time after witness' expedition got there. Witness had not spoken to Captain Roberts.

By Mr. Haylar:—Capt. Holcombe was the master of the *Scotland*. I know him two years before this, and have known him since. We fitted out the *Scotland*, and bought the vessel for him. He has not paid us. I am not aware that Capt. Holcombe ran away from the Colony in consequence of a writ. Our firm went into bankruptcy and made over our debts to Messrs Melchers & Co. Capt. Holcombe left the *Scotland* before an attempt was made to serve a writ on him. I do not know that he went over to Siam or to Japan in order to get out of jurisdiction. Mr. Emory was supposed to take a share from the beginning. I was told Capt. Warsaw had been up to Swatow. I cannot say when. I cannot tell whether I heard it before or after we fitted out our expedition. I cannot swear whether I heard it before or after. I did not hear that Capt. Warsaw had offered rewards to some fishermen to find the wreck. I had no interest in the *Japan* or her cargo. But we fitted out the expedition after legal advice was taken. Our firm held two shares in the expedition.

Mr. Haylar then opened the case for the underwriters. He began by explaining the position between the underwriters and the owners of goods in case of wreck and abandonment. The underwriters had the right to take possession of such abandoned goods, especially treasure, for themselves and the other owners. The Captain of the abandoned ship became the agent of the owners at the moment of the casualty, and it was the duty of the Company to protect the interest of the underwriters to the utmost of its power, and if the agent of the P. M. S. S. Company, Mr. Emory, instead of joining the other party hostile to the interests of the underwriters, had done his duty towards them, they might have been saved much worry and trouble. As to the promovers' petition, they never claimed in it that they even found the wheel but that it was first found by some fishermen, and if any one was entitled to be remunerated, it was these fishermen, and not the *Scotland*, which was not at all necessary in this finding. The same information might have been obtained by the underwriters from the fishermen without the intervention of the *Scotland*, which was not on any necessary for the work, was moreover interfering with the underwriters, who were in consequence put to great expense and trouble, as this expedition rendered it necessary for the underwriters to keep their eye on it for three months before they could undertake the work of salvage, costing them some £12,000. Then Capt. Roberts who happened to be in the Colony having finished the important work of raising the *Alaska*, was engaged, and he adopted the excellent mode of dragging the ocean, which would have succeeded in finding the wreck and did in point of fact find it, as on one stormy night the drags were broken over some obstacle, and this was found to be the wheel of the steamer. Now, the first principle of salvage was that the first salvor could not prevent the coming in of the second salvor, unless he could perform the work himself successfully. The promovers only employed local divers, but it was well known that no diver out here could go down 28 fathoms, a feat excessive, perilous and difficult to perform. It required a man of extraordinary health and strength to stand the pressure of the water, which was known to be 15 lbs. to the square inch every 80 feet depth of water. Then there were all the perils of difficulties of going into the hold of the *Japan* groping for the treasure. These operations, therefore, required most skilled men from Europe, such as those in the employ of Lloyd's Salvage Association. As to the promovers' retainer from the expedition, they said it was to avoid a collision with the underwriter's party, but the fact was, having the skilled divers, they were unable to proceed with the work, and they said they retired because they wished to avoid a collision with putting a colouring to the case which was most unjustifiable. The next point the learned counsel addressed himself upon was that the discovery of the wheel was no indication of the locality of the hull, as shown by the fact of Captain Roberts having to work indefatigably for 61 days before he came upon the wreck, and these operations for 61 days entailed a further expenditure of \$81,000. The next point was the great difficulty of raising the treasure, which was in tanks at the bottom of the ship, so that the finding of the wreck would avail nothing unless the treasure could be raised, which was an operation of extreme difficulty. The promovers knew this and knew that the value of all the treasure saved was absorbed in the expense, and the learned counsel did not know why they should still bring this action. He considered them to have been guilty from beginning to end of misconduct in interfering with the impugners. Their misconduct was so grave that he hardly knew what to call it; it was wreckage. For this reason he asked that the least the Court would do was to condemn them with costs.

The Court was then adjourned till 2 1/2 p.m.

When the Court resumed, Mr. W. H. Bay was called for the impugners. I am the

Secretary of the China Traders' Insurance Company. I am familiar with the salvage operations of the *Japan* from beginning to end. I was in charge of the Marine Insurance Department when in the employ of Augustus Heard & Co. The Company had a lien of \$45,000 on the treasure, and \$25,000 on the quicksilver by the S. S. *Japan*. We heard of her loss and paid the insurance to the owners. I saw Capt. Warsaw; he told me it was quite possible to save the treasure. He showed me on a chart the position he thought the vessel was lost. He made a parallelogram and it turned out that the wreck was found within a radius of three miles of the spot he pointed out. Capt. Warsaw spoke to me about the salvage undertaking, and I was afterwards informed that some information had been obtained at Swatow as to the position of the wreck. I saw the agents of the different local companies interested in the vessel. The total amount was \$135,000, besides \$50,000 in the Home Mutual Assurance Company, and \$25,000 in our Company on the quicksilver. When I heard that information was obtained about the wreck, Capt. Warsaw was sent on the undertaking of salvage. I wrote the letter of instruction, produced. Capt. Warsaw is now in America. We paid the \$3,000 mentioned in the letter through the Hongkong and Shanghai Bank. On the 5th and 9th January 1876, I received two letters from Captain Warsaw, who returned from Swatow on the 9th. He had not found the wreck; all the insurance companies came to the conclusion of making further search of the wreck, but not then. Mr. George Heard happened to be going home, and it was arranged that he should engage the services of Captain Templar, who was employed by the London Salvage Association. Mr. Heard met him sooner than he expected, as Capt. Templar happened to be in Gallat. Capt. Templar had been out here engaged to save the *Dumna* and the *Zon*. I heard very privately of an expedition being formed by some persons here to save the wreck of the *Japan*. I did not know who were the partners in it, but I knew that Broadbear, Anthony & Co. were the managers. It was not talked about in the streets, and I received the information as a secret. I then wrote the notice to Capt. Holcombe and delivered it myself on board the *Scotland*. There was no sign of the ship getting away; on the contrary the deck was lumbered up and some carpenters were working on board. I delivered the letter to the chief officer, having been told that the Captain was not on board. I then delivered another notice to Broadbear, Anthony & Co. I despatched the *Lothian* to the scene of the wreck and chartered the *Aden* from Shanghai to search for the wreck. I also made arrangements to have the *Yokohama* placed at Capt. Warsaw's disposal at \$350 a day. During the search for the three weeks, the *Aden* was despatched there, but it did not find the wreck. This was because it was not the proper season, and we were without proper divers. When we learnt that the *Scotland* was determined to go, we thought it best to send a vessel there to protect our interest by keeping an eye on the *Scotland* expedition. The cost of this was \$30,000 odd. We sent to England for the divers because it was the only place where we could get them; there were no skilled divers in China. On the arrival of Captain Templar and the divers, we proceeded with the operations. On the 25th May I received a letter from Broadbear, Anthony & Co. Captain Templar and the divers were sent to the scene of the wreck at once. We have continued the saving operations every year during the season for the three years. The total expense was \$172,000, while the amount recovered was \$166,000. The divers were discharged at the end of last year.

By the Attorney General: I communicated with the Insurance Company about saving the wreck. Capt. Warsaw told me that he knew the position of the wreck and pointed it out in the chart. The four companies paid the \$1,400 expenses and remuneration to Captain Warsaw and \$350 which I paid here for the charter of the *Yokohama*. When he came back the expenses altogether had been \$1,812. The Companies at that time did not think it advisable to go on with the salvage on account of the season; they did not think there was any danger of the wreck being covered up with mud. I did not hear of the fitting out of the *Scotland* until I heard it privately. I could not be mistaken as to the *Scotland* not being under weigh at the time I served the notice on Capt. Holcombe. I only saw the mate on deck, and if anybody else were on board, they must have concealed themselves in the cabin. I delivered the letter for Broadbear, Anthony & Co. at their office. The *Aden* was a very expensive vessel, she cost us \$3,500 a month, and an equal amount for her crew. She cost about \$20,000 for the three months she was employed. She consumed a great deal of coal, but her work fairly well. She was the only vessel we could get at the time of the charter, and having chartered her for three months we were bound to keep her. The four local companies contributed to the expenses in the first instance. We have not yet asked for any of the expenses from the others. If the treasure in the *Japan* had not been recovered, they would have had to pay their share. I suppose they would pay. That is a usual thing. We are so much interested as they are, and if we pay our share, we expect them to pay theirs. As underwriters here, we represent underwriters everywhere. The \$172,000 expended was the operations up to the end of December. I do not know the purchase of three vessels and diving apparatus. They would be worth, I should say, \$24,000. We are not using the diving apparatus for saving the *Dumna*. The apparatus would sell for very little after it had been used. The divers received a proportion of the amount raised as per agreement, and we did not pay any gratuity except in the case of Mr. Thomas, who received a gratuity. The expense incurred in searching for the vessel is, I think, reasonable. All the treasure saved was brought to Hongkong except a small amount sent by Capt. Roberts to buy provisions. About \$128,000 was lodged in the bank. I do not know what there was at the time of the arrest. The Bank might have retained a few of the blackened dollars, but the Bank has accounted to me for all the dollars there were in the bank. I don't know what the Bank did with the saved money.

By Mr. Haylar:—When the dollars were recovered, I sent them to the bank at a certain rate, and it credited me with the amount. The *Scotland* expedition forced us to undertake saving operations before we had time to communicate with the distant underwriters.

Capt. J. P. Roberts was called:—I am a master mariner and am a marine surveyor in Shanghai. I have turned my attention for a great many years to salvage operations.

In 1874-75 I floated the P. M. S. S. *Alaska*. I stayed at Messrs Oryblatt's and had many conversations with Mr. Geary as to the salvage of the *Japan*. I communicated with Messrs Augustus Heard & Co., and I was engaged on the 18th January 1875 to save the *Japan*. (Letter of instructions put in and read.) In pursuance of these instructions I proceeded to Swatow on the morning of the 17th. I saw the *Scotland* off Changhai, beating up against the N. E. Monsoon. On arrival at Swatow, I saw the U. S. Consul, and the Commissioner of Customs, Mr. Hammond. I engaged an interpreter named A-bow to go to Tungao overland. They had no definite information at the Consulate at that time, only rumours. I left Swatow on the 20th for Tungao, arriving there on the 22nd. It is about 30 or 40 miles from Swatow overland. Along the road I got no definite information. When I got to Tungao, the *Scotland* was anchored off the roads. I communicated with an head-man of the village, and hired twenty boats at first for the purpose of seeking for the wreck. The *Lothian* arrived on the 23rd. I saw Capt. Holcombe, who said it was a hopeless job. On the 24th January I began the dragging with my twenty fishing boats. I think the *Scotland* did not have any fishing boats—not at the time. I wrote a letter to Capt. Holcombe (put in) and he sent me a reply. After the arrival of the *Lothian*, we were dragging with double grapple; our fishing boats dragged with their own nets. The *Scotland* dragged with single grapple. On the 1st February I put in at Haimun Bay. The *Scotland* employed fishing boats to drag from the 30th January while we began on the 24th. The *Scotland* was not there then. I put in there because the weather was too bad. I made that place the base of my operations. The main place adopted was to sweep a three-mile space between two boats. I afterwards changed it to one-mile space, and continued to do this from day to day as far as weather permitted. On the 6th February the *Scotland* came into Haimun Bay; she did not come into drag because the weather was bad. She dragged with fishing boats. While dragging in this way, the first time I came to any obstruction was on the night of the 15th February; it was bad weather then. We were drifting down with the wind at a space of two miles apart. The rope was broken by the obstacle. We brought up to the drag, and *Lothian* anchored over the obstacle during the night. The next morning the weather became very bad and we had to take shelter. On the 11th March we recovered the rope through a fishing-boat. She was anchored about half a mile from the *Scotland*. The boat had a pile of rope of the grapple, as much as she could take. The boat picked up the rope with their net. The people said they got it in the direction of the *Scotland*. We recovered the balance of the rope, about 7,000 feet. I went on board the *Scotland* and saw Captain Holcombe did not know what the obstacle was at the time; he said a diver named Robinson had tried to go down, but that he could not get to the bottom. I had no diver with me, so that I could not ascertain what that obstacle was. I then went back to Hongkong, leaving the *Lothian* there. After that time, the matter was practically left as it was until several months afterwards, when our divers arrived. The people on board the *Scotland* did not know what the obstacle they were anchoring over was. Capt. Holcombe came on board the *Little Orphan* and said to me that if I would give him a letter ordering him off, he would do so, but I declined to do that. I gave him, however, one letter in which I did not commit myself in any way, and he then said that he would leave with much pleasure. I afterward bought the boat and buoy from him, and he left. After this, we began dragging again for the wreck.

At this stage the case was adjourned till Saturday next, at 10 a.m.

#### NEWS BY THE FRENCH MAIL.

The Messageries Maritimes Company's steamer *Amazon*, Captain Mortemard, from Marseilles with dates to the 18th ultimo, arrived this forenoon with the London mail of the 11th January.

#### REUTERS' TELEGRAMS.

Athens, Feb. 8.—The army has been ordered to stop the invasion of the Turkish territory, the Powers having promised to protect the northern Greek provinces.

Constantinople, Feb. 8.—In accordance with the terms of the armistice the Turkish troops have evacuated their lines and fortifications at Constantinople, and the Russian troops have entered the lines.

London, Feb. 8.—There is great excitement in the House. The Rt. Hon. Sir Stafford Northcote, Chancellor of the Exchequer, partially confirms the news of Russian advances, and the Rt. Hon. W. E. Forster (late Vice President Committee of Council under the Liberal Government) withdraws his amendment against proposed grant of \$50,000,000 sterling for military purposes.

London, Feb. 8.—The House of Commons has agreed to the grant of \$50,000,000 sterling.

Sir Stafford Northcote states that, in consequence of the terms of the armistice and possible troubles in the Mediterranean, a portion of the Mediterranean Squadron has been sent to Constantinople for the purpose of affording protection to British subjects, if required.

London, Feb. 10.—At the approaching Conference, England will insist upon the passage of the Dardanelles and access to the Black Sea being free to all nations.

The security of communication with India will also be insisted upon.

TELEGRAPHIC SUMMARY.  
(From our Exchanges.)

London, Jan. 28.—It is currently reported that the Duke of Buckingham succeeds Lord Cairn as the new Chancellor. Lord Cairn will retain office provisionally. The withdrawal of his resignation is understood to depend upon whether the Government will press the vote for the extra six millions required on account of naval and military preparations. In yesterday's sitting of the House of Commons, there was a debate on the Indian budget, during which Lord George Hamilton spoke in defence of Sir John Strachey's proposals, and deprecated their discussion at present as premature.

Major-General Tresselt has been appointed Commander-in-Chief of the Forces at the Cape.

Sir Arthur Phayre, Governor of Mauritius, has been created a Knight Grand Cross of Saint Michael and Saint George.

Athens, Jan. 28.—Demonstrations in favor of war with Turkey continue to be made. It is asserted that the Greek Ministry intend hostilities, should the Chamber of Deputies consent to such a step.

London, Jan. 27.—The British Mediterranean squadron has entered the Dardanelles, but will withdraw directly to Besika Bay, where it remains till further orders.

Berlin, Jan. 27.—The North German Gazette states that the alliance between the three Emperors remains unshaken.

London, Jan. 28.—The French Mediterranean squadron and the Italian squadron have been despatched to the Levant to protect the interests of their respective countries.

London, Jan. 28.—An engagement has taken place midway between Demotika, about twenty miles to the south of Adrianople and Constantinople. Lord Derby returns to office in consequence of the recall of the fleet from the Dardanelles and on the representations of his colleagues. An armistice has not yet been concluded.

London, Jan. 28.—In the House of Commons this evening Sir Stafford Northcote, in bringing forward his motion for a supplementary vote in the Army and Navy estimates, laid before the House the conditions of peace required by Russia, which, though unofficial, were, he said, authentic. They are that the whole of the Bulgarian Empire shall form an autonomous tributary principality under a Christian ruler, who, it is rumored, will be appointed by Russia, and that the Principalities of Rumania, Montenegro and Servia shall obtain their independence together with enlarged frontiers. As regards Bosnia and Herzegovina, they are to have administrative autonomy, whilst numerous reforms are set down for the other Christian provinces. It is not yet arranged whether the indemnity is to be a pecuniary one or whether it will be exacted by a cession of territory or otherwise. An ulterior agreement is to be made for the protection of Russian interests in the Straits of the Dardanelles. Sir Stafford Northcote said that these conditions would destroy the keystone of Southeast Europe, and, moreover, would afford European and British interests. A separate treaty between Russia and Turkey was inadmissible and a European Conference was required. Austria agrees with England, but possibly Russia would be paramount at such a Conference. The extra six millions, he said, were required as a vote of confidence in the Government and as a means of giving England suitable prestige at a Conference. The order for the entry of the British Fleet into the Dardanelles had been rescinded, because Russia and Turkey both agreed that the question of the Straits should be referred to a Conference. The House approved of an adjournment of the debate until Thursday. The latest advice states that the Russians are advancing towards Constantinople.

London, Jan. 28.—The Russian troops have arrived before Tcherik, about 60 miles from Constantinople and on the line of railway. The town has been evacuated by the population. The Russian headquarters have been transferred to Adrianople. The Russians are marching against Komuljina, situated near the shores of the Gulf of Thraes.

London, Jan. 30.—The garter left vacant by the death of the Marquis of Ailesbury was offered to the Earl of Beaconsfield, who has declined to accept it. In the House of Commons last night the leaders of the Liberal party announced their intention of bringing forward an amendment to Sir Stafford Northcote's motion refusing to grant extra supplies. There is great anxiety at Ezeracum in consequence of the prevalence of typhus fever.

London, Jan. 30.—A coolie has been arrested between Austria and Russia. The Chancellor of the Exchequer (Sir Stafford Northcote), replying to a question in the House of Commons, said he doubted if a strict alliance existed between the three Emperors.

London, Jan. 31.—A despatch from the Right Hon. A. H. Layard, the British Ambassador at Constantinople, dated Jan. 29, states that the Porte instructed its Commissioners on the 23rd to accept the conditions of peace. No reply has been received, notwithstanding repeated inquiries and the fact of the telegraph to Kezuli being open.

London, Jan. 30.—A telegram received in Calcutta last night reports the death on Sunday last (3rd January) of Sir Edward Creasy.

London, Jan. 31.—The Russians have occupied Usmanbazar, Rasgrad and Kirdilishe. The Turks are retreating to the fortresses. Lieut. General Shute has been appointed Colonel of the 16th Lancers.

London, Jan. 31.—In the House of Commons this evening the Chancellor of the Exchequer (Sir Stafford Northcote), replying to a question, said communication was now interrupted between Gallipoli and Constantinople. Mr. W. E. Forster moved that the Commons reject Sir Stafford Northcote's motion for an extra grant of six millions pounds sterling on account of naval and military preparations. Mr. Forster said that the object of the British Government was to obtain a lasting peace, and that, as the Russians continue to advance, Constantinople, the Government intended persevering in their demand for extra supplies which he said were not necessary for warlike purposes. England must be heard in any final settlement between Russia and Turkey, and must be backed by the present estimate. The House approved of the adjournment of the debate until tomorrow.

Constantinople, Feb. 1.—The Russian army is steadily advancing on Constantinople in three columns.

Petersburg, Feb. 1.—Prince Gortschakoff has suppressed an article on the conditions of peace which relates to the passage of the Dardanelles by Russian ships, agreeing to refer the same to the European Powers for decision.

London, Feb. 2, midnight.—The Times has received a telegram stating that the Greek Chamber of Deputies has approved of a resolution of confidence in the Government, empowering war measures, which is considered tantamount to a declaration of war against Turkey. The Chief Secretary for Ireland, Sir Michael Hicks-Beach, has accepted Lord Cairn's seat in the Cabinet. In the House of Commons tonight, the Chancellor of the Exchequer, in replying to a question said that the Turkish Ambassador in London had received a telegram from the Porte, stating that the general bases of an armistice and peace were to be signed on the 30th January at Adrianople.

Athens, Feb. 2.—12,000 Greek troops have been ordered to cross the Turkish frontier to-morrow morning. The Greeks intend to occupy Epirus, Macedonia

and Thessaly for the purpose of maintaining order and preventing the massacre of the Christians in those provinces. The Greek Chamber of Deputies has voted ten million drachmas for war purposes.

London, Feb. 2, 8.35 morning.—The House of Commons resumed last night the debate on supplies. The Right Hon. Messrs. Goschen and Lowe spoke in support of the Liberal amendment to Sir Stafford Northcote's motion. Sir M. Hicks-Beach spoke in warm defence of the extra grant of six millions. The debate will be resumed at 9 o'clock on Monday.

London, Feb. 3.—The Turks will evacuate the fortresses along the Danube, besides the fortress of Ezeracum.

London, Feb. 2.—Russia has agreed to Austria's proposal for a European Conference to settle the European questions arising from the war.

The basis of the Russian peace conditions has been signed.

Constantinople, Feb. 8.—Advices have been received that a Russian attack on Batoum has been repulsed. The preliminary protocol of the armistice has been signed, and hostilities are suspended.

London, Feb. 4.—The Russians have occupied Rodost. The peace conditions have been published. They are the same as were communicated to Sir Stafford Northcote to the House of Commons.

Athens, Feb. 4.—The Greek troops in Thessaly have been ordered to avoid attacking Turkish troops.

The Turkish Minister to Greece will remain.

The Cretan insurgents have declared the union of the island with Greece.

Vienna, Feb. 4.—Austria has invited the signatory powers of the Treaty of Paris of 1856 to a Conference to be held at Vienna to settle European questions arising from the Russo-Turkish war.

Constantinople, Feb. 4.—The bases of an armistice and peace having been signed, the blockade of the Black Sea has been raised.

London, Feb. 4, Midnight.—The House of Commons this evening resumed the debate on supplies. Mr. Gladstone made a speech, in which he suggested that, instead of the extra six millions of money being granted, an address be made to the Crown in assurance of the nation's united support at the forthcoming Conference. Mr. Hardy, however, on behalf of the Government, insisted on the necessity of the six millions being granted.

INDIAN TELEGRAMS.

Madras, Jan. 28.—A crowded and enthusiastic meeting of all classes of the community was held in the Banqueting Hall this evening, the Governor presiding. The following resolutions were unanimously carried:—That this meeting conveys on behalf of the people of Southern India its expression of heartfelt gratitude for the sympathy and support so nobly and generously accorded by the people of Great Britain, the Colonies, and India, for the relief of the distress caused by the famine during the last eighteen months. It also tenders its cordial thanks to the (late) Lord Mayor of London, the Chief Justice of Great Britain, and to the Mansion House and all other committees for the earnest and energetic aid afforded; also to the Governor for the interest taken by him in the famine relief work.

Calcutta, Jan. 23.—General Roberts and staff have returned. It is rumored when they go again to Shergarha. The 9th Foot remains at Fort Mackeson. The remainder of the Peshawar force has joined General Keyes's force. 500 of the Agoré Afridis marched through the Kohat Pass on the 21st to join the Jowaki. Captain Watson, 17th Cavalry, who was riding with an escort through the Pass, was fired at. Two of the escort's horses were wounded.

Calcutta, Jan. 24.—The Jowaki, it is reported, have sent to Jummoo asking for terms. The remainder of the Peshawar force returns to-day from Kohat to Shergarha. Zukhel Khoys and the Agorés have joined the Jowaki.

Calcutta, Jan. 28.—The whole of the Peshawar force except the 14th and 27th Regiments has been ordered to return. It is still uncertain whether the Jowaki have accepted the terms imposed. It is conjectured they will accept them.

Madras, Feb. 1.—The rumour with reference to the Duke of Buckingham having been appointed Secretary of State for the Colonies in the room of the Earl of Carnarvon, who has resigned, is unfounded. The appointment was offered and accepted by Viscount Sandon, Vice-President of the Committee of Council on Education. Sir Andrew Clarke has arrived here on the business of the harbour works. It is probable that the estimated cost, 65 lakhs of rupees, will be increased by 50 per cent.

Shanghai, Jan. 21.—The troops returned yesterday part of the Bori column occupying Jammu, the remainder returning via Kohat towards Peshawar. The enemy's country has been completely swept, but it was impossible to surround him, as when ever pressed, he retired into neutral territory. A deportation is expected to-day, to save for peace.



## NOTICES TO CONSIGNEES.

FROM HIOGO AND NAGASAKI.

THE S. S. *State of Alabama* having arrived from the above Ports, Consignees of Cargo are informed that their Goods are being landed at their risk into the Godowns of the Underwriter, whence and/or from the Wharf or Barge delivery may be obtained. No Fire Insurance has been effected. Goods remaining undelivered after the 27th instant will be subject to rent.

JARDINE, MATHESON & Co.  
Hongkong, February 20, 1878. 1627

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underwriter for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.  
H. DU POUEY,  
Agent.

Ex "Ara."  
EG Mr A. Marty, 11 pieces Wood, } from  
3 cases Shells, } Saigon.  
FP (in diamond) No. 177/8 Order, } from  
2 cases Hats, } London.  
Hongkong, February 13, 1878.

## Mails.



## STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suva, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London, Also, Bombay, Madras, Calcutta, and Australia.

THE PRINCIPAL AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *INDUS*, Captain S. D. SHALLAND, will leave this on THURSDAY, the 28th February, at Noon.

Ten and General Cargo for London, will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle. For further Particulars, apply to A. LIND, Superintendent. Hongkong, February 14, 1878. 1628

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be dispatched for San Francisco via Yokohama, on or about FRIDAY, the 1st March, at 8 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 28th instant. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on RETURN PASSENGER TICKETS. For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMERY, Agent. Hongkong, February 1, 1878. 1601

## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year, and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms may be made.

Agents have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than 200 agents has been appointed at each.

CHUN AYIN,  
Manager.

Hongkong, February 22, 1878.

## Intimations.

NOTICE.

A. MILLAR & Co.,  
PLUMBERS, AND GAS FITTERS,  
Queen's Road, East,  
HONGKONG.

September 15, 1877.

Volume Sixth of the  
"CHINA REVIEW."

Now Ready.

No. III.—Vol. VI.

—OF THE—

"CHINA REVIEW"  
CONTAINS—

Imperial Confucianism.  
A Visit to the Country of Gentlemen.  
The Rhymes of the Shi-king.  
Brief Sketches from the Life of K'ung-ming.  
The T'ang Kou Chi.  
Geographical Notes on the Province of Kiangsi.  
Translations of Chinese School-books.  
Short Notices of New Books and Literary Intelligence.  
Notes and Queries—  
On Silk-worm Oaks.  
Native Literature on Chinese Porcelain.  
A Chinese Advertisement.  
Studies of Words.  
Distillation in China.  
A Chinese Coin.  
The Desert of Gobi.  
Books Wanted, Exchanges, &c.  
China Mail Office,  
Hongkong, January 14, 1878.

AH YON,  
SHIPS' COMPRADOE AND STEVEDORE,  
No. 57, Praya War.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.  
Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

## NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum. The charges for advertisements are now assimilated to those of the Chinese Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertising.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most important native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address  
Mr CHUN AYIN,  
China Mail Office,  
17th February, 1874.

## INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTREY,  
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underwriter are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents Hongkong & Canton.

Hongkong, January 4, 1877.

QUEEN FIRE INSURANCE COMPANY.

THE Underwriter are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,  
Agents.

Hongkong, January 1, 1878.

## INSURANCES.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up.....\$1,200,000  
PARKMAN'S RESERVE.....200,000  
SPECIAL RESERVE FUND.....75,000  
Total Capital and Accumulations.....\$1,475,000  
done this date.

## Directors.

F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq., J. KERR, Esq.,  
M. F. EVANS, Esq., J. C. LUCAS, Esq.

## Secretaries.

Messrs. RUSSELL & Co., Shanghai.  
London Bankers:  
Messrs. BARNES BROTHERS & Co.

Agencies in:  
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.  
Subject to a charge of 12% for interest on Shareholders' Capital. ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.,  
Agents.

Hongkong, October 1, 1877. 1601

CHINESE INSURANCE COMPANY, (LIMITED.)

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co.,  
General Agents.

Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Underwriter, Agents for the above Company, are prepared to grant Policies at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL \$2,000,000.

THE Underwriter AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,  
Agents.

Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

## Directors.

KWOK ACHONG, Merchant.  
PANG YIN, Merchant.  
HO BAI, of Ho Yik Chan, Merchant.  
LOO YEE, of the Yee On Hong, Merchant.  
LAI SING, of Lai Hing Firm, Merchant.  
CHENG SING YONG, Merchant.  
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on BUILDINGS and on GOODS stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.

OFFICE, 48, Bonham Street,  
Hongkong, August 23, 1877. 1623

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underwriter having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,  
Hongkong, July 24, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underwriter have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,  
Hongkong, October 14, 1868.

## Merchant Vessels in Hongkong Harbour.

Facilities for late Arrivals and Departures reported to-day.  
To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, and those in the body of the Harbour or midway between both shores are marked B, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Pedlar's Wharf.  
6. From Pedlar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name	Class	Captain	Flag and Rig	Tons	Date of Arrival	Consignees or Agents	Destination	Remarks
Steamers								
Albay	5	F. Ashton	Brit.	str.	386	Jan. 27	Douglas Lapraik & Co.	Haiphong
Amazon	5	McForkham	Foh.	str.	2650	Feb. 21	Messageries Maritimes	Shanghai
Amboto	2	Brova	Brit.	str.	973	Feb. 15	Meyer & Co.	Shanghai
Amoy	3	Dewey	Brit.	str.	876	Jan. 8	Stamens & Co.	Shanghai
Anchusa	6	Jackson	Brit.	str.	1304	Feb. 20	Butterfield & Swire	Shanghai
Bellona	4	Ahruns	Ger.	str.	789	Feb. 19	Wm. Pusan & Co.	Shanghai
Bertha	5	Langley	Brit.	str.	1421	Jan. 21	Geo. R. Stevens & Co.	Australian Ports
Bombay	2	Green	Brit.	str.	749	Feb. 12	Kwok Achong	Swatow
Butuan	2	Tremoya	Span.	str.	838	Jan. 29	Russell & Co.	Manila
Camos	2		Brit.	str.	95	Oct. 2	Kwok Achong	Manila
China	3	Ackermann	Ger.	str.	648	Feb. 3	Stamens & Co.	Shanghai
Chinkiang	5	Orr	Brit.	str.	798	Feb. 21	Stamens & Co.	Shanghai
Douglas	2	Pittman	Brit.	str.	864	Feb. 17	Douglas Lapraik & Co.	Coast Ports
Emu	5	Bianco	Span.	str.	230	Feb. 20	Remedios & Co.	Manila
Flintshire	4	Thomas	Brit.	str.	1243	Dec. 23	H. Kier & Co.	Manila
Golden Horn	5	Alton	Brit.	str.	1024	Jan. 25	Wm. Pusan & Co.	Saporo and Penang
Hillock	5	Abbott	Brit.	str.	277	Feb. 17	Douglas Lapraik & Co.	Tamsui, &c.
Kilgobry	2		Brit.	str.			Kwok Achong	Manila
Killarney	4	O'Neill	Brit.	str.	1000	Feb. 15	Gibb, Livingston & Co.	Manila
Leyte	5	Zabiguirro	Span.	str.	331	Feb. 12	Russell & Co.	Manila
Namoa	5	Johnson	Brit.	str.	864	Feb. 1	Stamens & Co.	Manila
Namoa	5	Purnahay	Brit.	str.	864	Feb. 1	Douglas Lapraik & Co.	Coast Ports
Norna	2	Walker	Brit.	str.	606	Feb. 12	Kwok Achong	Swatow
Panay	5	Goyenechea	Span.	str.	500	Oct. 30	Remedios & Co.	Manila
Pernambuco	5	Syde	Brit.	str.	643	Feb. 17	Melchers & Co.	Manila
Radnorshire	2	Thomson	Brit.	str.	1201	Jan. 29	H. Kier & Co.	Manila
Rajamahendrapur	4	Hopkins	Brit.	str.	938	Feb. 9	Yuen Fat Hong	Manila
Sea Gull	5	Roberts	Brit.	str.	48	Sept. 19	Insurance Company	Manila
State of Alabama	3	Richie	Brit.	str.	1333	Feb. 20	Jardine, Matheson & Co.	Manila
Tamsui	5	Marcello	Foh.	str.	1738	Feb. 17	Messageries Maritimes	Manila
W. Oros de Yries	3	McLean	Brit.	str.	478	Feb. 14	G. McLean	Manila
Washi	5	Hunter	Brit.	str.	265	Feb. 20	Landstein & Co.	Manila
West Stanley	4	Ashley	Brit.	str.	993	Feb. 18	Russell & Co.	Manila
Yotting	2	Goggin	Brit.	str.	289	Jan. 20	Kwok Achong	Manila
Sailing Vessels								
Alden Besse	4	Noyes	Amer.	bgo.	842	Dec. 27	Rosario & Co.	Portland (Oregon)
Alex. Newton	4	Newton	Amer.	bgo.	908	Jan. 1	Chinese	Portland (Oregon)
Alice M. Minott	2	Whitmore	Amer.	bgo.	1100	Jan. 28	Vogel, Hagedorn & Co.	Portland (Oregon)
Alphington	3	Onningham	Amer.	bgo.	828	Sept. 6	Wier & Co.	Portland (Oregon)
Angela	2	Barbyron	Foh.	bgo.	891	Nov. 14	Carlowitz & Co.	Portland (Oregon)
Anna	4	Joosen	Ger.	bgo.	447	Jan. 7	Edmund Schellhaus & Co.	Portland (Oregon)
Anna Lerway	4	Gibb	Brit.	bgo.	782	Jan. 8	Chinese	Portland (Oregon)
Anna M. Small	4	Pecker	Amer.	bgo.	1053	Dec. 4	Russell & Co.	Portland (Oregon)
Antelope	4	Onstey	Brit.	bgo.	1808	Feb. 15	Captain	Portland (Oregon)
Antipodes	4	Wyeth	Brit.	bgo.	592	Jan. 16	Vogel, Hagedorn & Co.	Portland (Oregon)
Aristos	4	Ericksen	Norw.	bgo.	928	Feb. 14	Stamens & Co.	Portland (Oregon)
B. F. Watson	4	Hawkins	Amer.	bgo.	993	Nov. 25	Vogel, Hagedorn & Co.	Portland (Oregon)
Bonita	4	Stebe	Ger. Sm. str.	bgo.	841	Jan. 28	Edmund Schellhaus & Co.	Portland (Oregon)
Broomhall	4	Bate	Brit.	bgo.	1879	Oct. 26	Meyer & Co.	Portland (Oregon)
Carl Ritter	4	Lausen	Amer.	bgo.	598	Jan. 8	Stamens & Co.	Portland (Oregon)
Ceylon	4	Kelly	Amer.	bgo.	681	Feb. 8	Chinese	Portland (Oregon)
Charger	4	Ballist	Amer.	bgo.	1448	Jan. 28	P. & O. S. N. Co.	Portland (Oregon)
Charon Wattana	4	Ulrich	Slam.	bgo.	666	Feb. 4	Chinese	Portland (Oregon)
Christine	4	Wildfang	Ger.	bgo.	541	Feb. 1	Chinese	Portland (Oregon)
City of Halifax	4	Evans	Brit.	bgo.	880	Dec. 24	Vogel, Hagedorn & Co.	Portland (Oregon)
Comet	4	Norris	Amer.	bgo.	1188	Feb. 7	Vogel, Hagedorn & Co.	Portland (Oregon)
Cornwall	4	Cromwall	Amer.	bgo.	150	Sept. 26	Insurance Co.	Portland (Oregon)
Corona	4	Spence	Brit.	bgo.	1169	Feb. 18	Meyer & Co.	Portland (Oregon)
Cuba	4	Shabel	Brit.	bgo.	320	Jan. 31	Meyer & Co.	Portland (Oregon)
Daphnia	4	Lehonnais	Foh.	bgo.	318	Jan. 7	Edmund Schellhaus & Co.	Portland (Oregon)
Edward P. Benavaria	4	Evans	Brit.	bgo.	941	Jan. 22	P. & O. S. N. Co.	Portland (Oregon)
Eudoxie Adolphe	4	Mirrin	Foh.	bgo.	284	Feb. 15	Chin	Portland (Oregon)
F. S. Sarnes	4	Gariglio	Ital.	bgo.	494	Feb. 28	Thos. Howard & Co.	Portland (Oregon)
Fanny	4	Barry	Foh.	bgo.	818	Feb. 28	Meyer & Co.	Portland (Oregon)
Fanny-Balaugh	4	Degmonson	Foh.	bgo.	718	Jan. 12	Carlowitz & Co.	Portland (Oregon)
Faughel-Balaugh	4	Barber	Ger.	bgo.	240	Jan. 15	Carlowitz & Co.	Portland (Oregon)
Felix Mandelsohn	4	Bohnen	Ger.	bgo.	921	Feb. 8	Melchers & Co.	Portland (Oregon)
Fidell	4	Bohnen	Ger.	bgo.	817	Feb. 12	Wier & Co.	Portland (Oregon)
Flodan	4	Fraser	Brit.	bgo.	837	Nov. 20	Wier & Co.	Portland (Oregon)
Freeman Clark	4	Dwight	Amer.	bgo.	1338	Jan. 19	Battis & Co.	Portland (Oregon)
Friedrich	4	Heyer	Ger. Sm. str.	bgo.	205	Feb. 5	Wier & Co.	Portland (Oregon)
G. F. Munst	4	Schulkin	Ger.	bgo.	924	Feb. 12	Melchers & Co.	Portland (Oregon)
Georgina	4	Romney	Brit.	bgo.	315	Jan. 8	Wm. Pusan & Co.	Portland (Oregon)
Globe	4	Harrison	Brit.	bgo.	788	Feb. 13	Meyer & Co.	Portland (Oregon)
Golden Spur	4	Farell	Brit.	bgo.	658	Dec. 22	Meyer & Co.	Portland (Oregon)
Great Admiral	4	Thompson	Amer.	bgo.	1878	Aug. 19	Russell & Co.	Portland (Oregon)
Hark Away	4	Petta	Brit.	bgo.	773	Feb. 12	Russell & Co.	Portland (Oregon)
Herbert Black	4	Treat	Amer.	bgo.	573	Jan. 18	Rosario & Co.	Portland (Oregon)
Herrmann	4	Davidson	Ger.	bgo.	484	Feb. 6	Captain	Portland (Oregon)
Hieronimus	4	Koch	Brit.	bgo.	286	Feb. 6	Landstein & Co.	Portland (Oregon)
Humboldt	4	Willey	Amer.	bgo.	1018	Feb. 18	Messageries Maritimes	Portland (Oregon)
Ionian	4	Cave	Brit.	bgo.	373	Nov. 23	Melchers & Co.	Portland (Oregon)
Jalo	4	Moberg	Russ.	bgo.	1305	Jan. 20	Carlowitz & Co.	Portland (Oregon)
Japan	4	Kittmann	Ger.	bgo.	504	Jan. 20	Stamens & Co.	Portland (Oregon)
John Jamieson	4	West	Brit.	bgo.	504	Jan. 20	Douglas Lapraik & Co.	Portland (Oregon)
Katsje	4	Ross	Russ.	bgo.	690	Jan. 19	Order	Portland (Oregon)
Kate Watson	4	Gies	Brit.	bgo.	580	Dec. 3	Rosario & Co.	Portland (Oregon)
Kenton	4	Colvin	Brit.	bgo.	687	Feb. 16	Wier & Co.	Portland (Oregon)
Lady Bowen	4	Fox	Brit.	bgo.	892	Jan. 21	Vogel, Hagedorn & Co.	Portland (Oregon)
Lord of the Isles	4	Watt	Brit.	bgo.	317	Jan. 31	Meyer & Co.	Portland (Oregon)
Lucere	4	Kindt	Slam.	bgo.	482	Feb. 12	Tak Mee	Portland (Oregon)
Madeleine	4	Patau	Foh.	bgo.	416	Feb. 9	Carlowitz & Co.	Portland (Oregon)
Marie	4	Hindewadt	Ger.	bgo.	428	Jan. 28	Wier & Co.	Portland (Oregon)
Mignon	4	Soule	Am. Sm. str.	bgo.	484	Dec. 7	Rosario & Co.	Portland (Oregon)
Minerva	4	Ercaviere	Span.	bgo.	278	Jan. 30	Order	Portland (Oregon)
Morning Star	4	Michaelsen	Slam.	bgo.	570	Jan. 5	Tak Mee	Portland (Oregon)
Mosquito	4	Miles	Brit.	bgo.	197	Feb. 8	Gilman & Co.	Portland (Oregon)
Moss Glen	4	Nicholls	Brit.	bgo.	549	Feb. 12	Landstein & Co.	Portland (Oregon)
Niagara	4	Wisshusen	Ger.	bgo.	920	Dec. 28	Vogel, Hagedorn & Co.	Portland (Oregon)
Nicolaus	4	Stalker	Ger.	bgo.	157	Feb. 14	Arnhold, Karberg & Co.	Portland (Oregon)
Nimrod	4	Clark	Brit.	bgo.	695	Jan. 24	Adamson, Bell & Co.	Portland (Oregon)
Northern Star	4	Wortley	Brit.	bgo.	327	Jan. 6	Wier & Co.	Portland (Oregon)
Nuevo Constante	4	Uziarte	Span.	bgo.	237	Feb. 20	Remedios & Co.	Portland (Oregon)
Palestine	4	Soworoff	Ger.	bgo.	598	Feb. 14	Melchers & Co.	Portland (Oregon)
Palestine	4	Schulte	Ger.	bgo.	391	Feb. 19	Stamens & Co.	Portland (Oregon)
Peline	4	Tyler	Ger.	bgo.	471	Feb. 7	Butterfield & Swire	Portland (Oregon)
Pelto	4	Christaine	Ger.	bgo.	283	Feb. 16	Arnhold, Karberg & Co.	Portland (Oregon)
Quikstep	4	Barnaly	Amer.	bgo.	828	Jan. 4	Captain	Portland (Oregon)
Rapid	4	Burne	Slam.	bgo.	429	Jan. 8	Tek-mee Hop-see	Portland (Oregon)
Rubicon	4	Timmsen	Brit. Sm. str.	bgo.	204	Jan. 17	Meyer & Co.	Portland (Oregon)
Samar	4	Miller	Amer.	bgo.	1066	Feb. 8	Vogel, Hagedorn & Co.	Portland (Oregon)
Sila Fish	4	Williams	Amer.	bgo.	702	Feb. 18	Meyer & Co.	Portland (Oregon)
Sophie	4	Binge	Ger.	bgo.	210	Feb. 21	Wier & Co.	Portland (Oregon)
Star of India	4	Holloway	Brit.	bgo.	1040	Feb. 14	Adamson, Bell & Co.	Portland (Oregon)
St. Anne	4	Francois	Foh.	bgo.	288	Nov. 26	Carlowitz & Co.	Portland (Oregon)
Sully	4	Bare	Foh.	bgo.	887	Jan. 4	Carlowitz & Co.	Portland (Oregon)
Sumatra	4	Clough	Amer.	bgo.	1090	Sept. 8	Russell & Co.	Portland (Oregon)
Tartar	4	Kaemena	Ger.	bgo.	256	Jan. 11	Melchers & Co.	Portland (Oregon)
Theresa & Nelly	4	Fleurist	Brit.	bgo.	885	Feb. 9	Carlowitz & Co.	Portland (Oregon)
Thomas Bell	4	Gruppelle	Brit.	bgo.	883	Feb. 11	Borneo Co., Limited	Portland (Oregon)
Titan	4	Berry	Amer.	bgo.	1270	Feb. 7	Russell & Co.	Portland (Oregon)
Tokates	4	Harrison	Brit.	bgo.	803	Feb. 13	Captain	Portland (Oregon)
Tide	4	Barker	Dut.	bgo.	298	Feb. 23	Stamens & Co.	Portland (Oregon)
Ugah	4	Harden	Brit. Sm. str.	bgo.	218	Feb. 20	Wier & Co.	Portland (Oregon)
Vega	4	Nordred	Norw.	bgo.	583	Jan. 2	Wm. Pusan & Co.	Portland (Oregon)
Velocity	4	Martin	Brit.	bgo.	500	Jan. 22	Wm. Pusan & Co.	Portland (Oregon)
Warrior	4	Bannan	Brit.	bgo.	918	Jan. 8	Wier & Co.	Portland (Oregon)
Wealthy Pendleton	4	Blanchard	Amer.	bgo.	808	Feb. 18	Meyer & Co.	Portland (Oregon)
Wildwood	4	Herriman	Amer.	bgo.	1099	Jan. 28	Rosario & Co.	Portland (Oregon)
Young Slam	4	Benedictson	Slam.	bgo.	701	Feb. 7	King-ye-long	Portland (Oregon)
WEAMPOA								
Hani	4	Mout	Ger.	bgo.	812	Feb. 8	Wier & Co.	Portland (Oregon)
Papa	4	Blaze	Ger.	bgo.	892	Feb. 9	Stamens & Co.	Portland (Oregon)
Perla	4	Lahr	Ger.	bgo.	878	Feb. 15	Edmund Schellhaus & Co.	Portland (Oregon)